

NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE: :
 :
 THE EL FARO INCIDENT OFF THE: NTSB Accident No.
 COAST OF THE BAHAMAS ON : DCA16MM001
 OCTOBER 1, 2015 :
 :
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INTERVIEW OF: JAMIE D'ADDIECO, SURVEYOR

Saturday,
 October 10, 2015

Jacksonville, Florida

BEFORE

TOM ROTH-ROFFY, Investigator-in-charge, NTSB
 MIKE KUCHARSKI, NTSB
 BRIAN YOUNG, NTSB
 JIM FISHER-ANDERSEN, TOTE Services
 ERIK GARZA, ESQ., ABS
 MIKE MILLAR, ABS
 LOUIS O'DONNELL, ABS
 [REDACTED] U.S. Coast Guard
 KEVIN STITH, TOTE Services
 [REDACTED] U.S. Coast Guard

This transcript was produced from audio
 provided by the National Transportation Safety Board.

1 P-R-O-C-E-E-D-I-N-G-S

2 2:30.p.m.

3 MR. YOUNG: Good afternoon. It's 1430 on
4 Saturday, October 10th. This is Brian Young, the
5 Engineering Group Chairman for the NTSB. We're
6 interviewing ABS Surveyor Jamie D'Addieco.

7 Before we start, the purpose of this
8 investigation is to increase safety. We're not here to
9 assign fault or liability.

10 A transcript or summary of this interview
11 will go into the public docket and will be made
12 available to you. You can have one representative of
13 your choice here. As discussed before, the
14 representative may not testify for the Interviewee and
15 your comments and objections should be limited and not
16 grounds for us to ask questions.

17 Again, my name is Brian Young. I'm an NTSB
18 Investigator. We are here to investigate the El Faro
19 incident. We are in the fact-finding phase of our
20 investigation. The NTSB has no regulatory enforcement
21 powers but we are an independent Federal agency charged
22 with determining the probably cause of marine accidents
23 and promoting transportation safety. We are not part
24 of the Coast Guard. We're not part of the DoT.

25 The other members in the room are different

1 parties for the investigation. The Engineering Group
2 party is made up of four individuals myself, Lou
3 representing the ABS, Mike representing the Coast Guard
4 and Jim representing the company of TOTE.

5 We also have others from different parties
6 here. We have the Nautical Group which is Mike and
7 Captain Stith and Matt from the Coast Guard and Mike
8 from Nautical as well. And our Investigator-in-Charge
9 is Tom back there. He's in charge of the NTSB side of
10 the entire investigation.

11 Again, we are here to find some facts. If
12 there is anything we ask that you don't understand,
13 please let us know. We'll have it reworded or repeated
14 and if you realize you've misstated or want to modify a
15 previous answer that's fine to do, just let us know.

16 This interview will be recorded for accuracy
17 so that we don't miss anything you say. So, is that
18 good with you with having it recorded?

19 MS. D'ADDIECO: Yes.

20 MR. YOUNG: Good. Okay. We'll officially
21 start. My name is Brian Young and I'm the Group
22 Chairman of the NTSB.

23 MR. O'DONNELL: Louis O'Donnell, Chief
24 Surveyor, part of the Engineering Group.

25 [REDACTED] with the Coast

1 Guard and part of the Operations Group.

2 [REDACTED] [REDACTED] part of the Engineering
3 Group.

4 MR. STITH: Kevin Stith with TOTE Services,
5 part of the Operations Group.

6 MR. KUCHARSKI: Mike Kucharski, NTSB, Group
7 Chairman, Operations.

8 MR. ROTH-ROFFY: Tom Roth-Roffy,
9 Investigator-in-Charge, NTSB.

10 MR. MILLAR: Mike Millar, ABS, with the
11 Operations Group.

12 MR. FISHER-ANDERSEN: Jim Fisker-Andersen,
13 TOTE Services with the Engineering Group.

14 MR. GARZA: Erik Garza, Associate General
15 Counsel, ABS.

16 MS. D'ADDIECO: Jamie D'Addieco, ABS.

17 MR. YOUNG: And if you could for the record,
18 spell your name so we can all insure it's proper in
19 our --

20 MS. D'ADDIECO: Jamie, J-A-M-I-E. Last name
21 is D'Addieco, D' - A-D-D-I-E-C as in Charlie -O as in
22 Oscar.

23 APPELLANT USHER: Thank you. Thank you being
24 here today.

25 If we could just start the interview off

1 with maybe you can share with us your maritime
2 training, any industry experience you had and how
3 you've become an ABS surveyor and any training you've
4 had as a surveyor.

5 MS. D'ADDIECO: I graduated from
6 Massachusetts Maritime Academy with a Bachelor of
7 Science in Marine Engineering as well as a Bachelor of
8 Science in Facilities Environmental Engineering. That
9 was in 2007. Joined ABS August of 2007 working in the
10 Ship Engineering Department as a Review Engineer for
11 Piping Systems and Equipment.

12 Left Engineering and went over to the Survey
13 side in September of 2008 in Tampa. In Tampa we do a
14 lot of repair due to construction. We also have new
15 construction there as well.

16 Left Tampa in July of 2014 and I started in
17 Jacksonville. Transferred from Tampa to Jacksonville
18 July 2015.

19 MR. YOUNG: Still within the same group of
20 Survey?

21 MS. D'ADDIECO: Yes.

22 MR. YOUNG: Okay. And as an ABS Surveyor
23 what sort of training have you had to back up your
24 current employment?

25 MS. D'ADDIECO: They sent us through

1 New Hire Orientation, Phase I training as well a New
2 Hire Orientation, Phase III training. During New Hire
3 Orientation Phase I as a Surveyor they have you go
4 through classes for welding, nondestructive examination
5 and confined space entry.

6 After that you go back and gain experience
7 in the field. So, you go with other surveyors that
8 will train you to do the surveys that you have been
9 requested to do.

10 MR. YOUNG: Start going around the room. Any
11 training, experience, questions?

12 UNIDENTIFIED PERSON: No further questions.

13 UNIDENTIFIED PERSON: No questions.

14 UNIDENTIFIED PERSON: No questions.

15 UNIDENTIFIED PERSON: No questions.

16 UNIDENTIFIED PERSON: No questions.

17 UNIDENTIFIED PERSON: No questions.

18 UNIDENTIFIED PERSON: No questions.

19 MR. YOUNG: Okay. Now, we're getting into
20 why you're here.

21 As we understand it you have done a few
22 surveys aboard the El Faro here in Jacksonville. And
23 what I'm going to ask you to do is go through your
24 surveys which are printed out in front of you and maybe
25 go through line for line some of the items you

1 inspected or surveyed and as you go through we might
2 stop you and ask you for further details if you can
3 remember. But if you give us the date of the survey
4 visit and then just kind of list some of the machinery
5 you surveyed. And are all of these limited to
6 machinery surveys that you performed?

7 MS. D'ADDIECO: No.

8 MR. YOUNG: No.

9 MS. D'ADDIECO: During our repair surveys
10 there was one that was part of an annual hull survey.

11 MR. YOUNG: Okay. Maybe you can start in
12 chronological, whatever, start with the oldest and work
13 your way.

14 MS. D'ADDIECO: Okay. The first attendance
15 was January 27th. We were requested to attend for
16 examination of the Number One port and starboard valve
17 change due to the coating condition being poor for the
18 annual hull survey.

19 MR. YOUNG: And was that in this year 2015?

20 MS. D'ADDIECO: Yes. These are all this
21 year.

22 MR. YOUNG: Okay.

23 MS. D'ADDIECO: So, the internal examination
24 of the two ballast tanks started off with the number
25 one starboard in the forward manhole and worked our way

1 zig-zagging through the tank to get aft.

2 The coating condition was still indicated as
3 poor after we examined that tank. They did no -- they
4 didn't do anything to upgrade it at the time.

5 The port side we started aft and worked our
6 way forward. During the internal examination of the
7 port tank noticed two frames that were detached at the
8 tank ** (3:54:05). And this was frame 50 and 51. The
9 ** (3:54:11) on both the forward and after side of the
10 frame connection to the tank top had fractured leaving
11 it detached. Left them with the outstanding
12 recommendation for repair at the special periodical
13 survey which have a due date of 26 February 2016.

14 I didn't suggest any temporary repairs at
15 the time since they were on the side shell you had a
16 rat hole where the frame connected to the side shell of
17 the tank top. Going inboard you have a longitudinal
18 seam on the tank top that had a half moon so the
19 fractured welds were located between the two and they
20 were all the way through. So, it couldn't propagate
21 any further.

22 Also left that tank in poor coating
23 condition.

24 That's the end of that report.

25 MR. YOUNG: Any questions on that survey?

1 [REDACTED] [REDACTED] with the Coast
2 Guard.

3 Was that the purpose that you went there was
4 due to the poor coatings or were you --

5 MS. D'ADDIECO: So, for annual hull surveys
6 there's certain requirements for examination of valve
7 tanks depending on the coating condition and the age of
8 the vessel. If these are listed in poor condition they
9 get examined every annual hull survey.

10 [REDACTED] And what causes them to be
11 listed in poor condition?

12 MS. D'ADDIECO: When you go through the
13 internal and there's a breakdown in coating, depending
14 on a certain percentage of breakdown coating will
15 determine whether we list it as fair or poor.

16 [REDACTED] And so at what point was this
17 one listed -- first listed as poor?

18 MS. D'ADDIECO: I'm not going to have that on
19 hand.

20 [REDACTED] But it would have been kind of
21 a continuous thing so it causes additional frequency in
22 inspection?

23 MS. D'ADDIECO: Yes. So, whenever it gets
24 identified, even if it gets identified as fair,
25 depending on the age of the vessel we'll examine it.

1 So, I think that's a little over 15 years old.

2 [REDACTED] Okay.

3 MS. D'ADDIECO: If it's a fair coating it can
4 go back in those tanks. If the coating condition gets
5 downgraded to poor we go into those tanks regardless of
6 the age of the vessel every annual survey.

7 [REDACTED] Okay. And you said you didn't
8 require it to be recoated. What would cause you to --

9 MS. D'ADDIECO: We cannot -- we cannot tell a
10 client to recoat the ballast tanks.

11 [REDACTED] Okay.

12 MS. D'ADDIECO: That's at their discretion.

13 [REDACTED] Got you.

14 MS. D'ADDIECO: We can only go in and report
15 what we see. So, if we see something that's downgraded
16 for the coating and we downgrade it to what we think it
17 should be at the time.

18 [REDACTED] I see.

19 MS. D'ADDIECO: They cannot improve the
20 coating condition unless they do some sort of blasting
21 and recoating. They have to do that to a recognized
22 standard.

23 [REDACTED] Okay. Thank you.

24 MS. D'ADDIECO: No problem.

25 [REDACTED] So, [REDACTED] with the U.S. Coast

1 Guard.

2 Now, the coating condition and the plate
3 condition are two separate things?

4 MS. D'ADDIECO: Say that again.

5 [REDACTED] Their coating condition --

6 MS. D'ADDIECO: Yes.

7 [REDACTED] -- that's being rated as 4 and
8 the plate condition, the steel condition, are two
9 separate things?

10 MS. D'ADDIECO: Yes.

11 [REDACTED] Okay. So, what was the condition
12 of the steel in those, do you recall? Were they
13 wasting a lot? Was it in good condition? Fair
14 condition? What would you -- what was your observation
15 inside the ballast tank?

16 MS. D'ADDIECO: I didn't call for any gaging
17 on the internal structure or on the shelf rating.
18 Nothing in there to me indicated that it should be
19 gaged. I didn't see anything for pitting, for
20 corrosion that would have made me believe that it was -
21 - that it needed to be gaged at the time.

22 So, going through the tank I didn't see
23 anything that would require gaging. I mean, if that
24 answers your question.

25 [REDACTED] Yes, it does. Absolutely.

1 So, the cracks in the frame were they in the
2 frames or in the side shelving of the weld?

3 MS. D'ADDIECO: The weld was actually
4 fractured.

5 [REDACTED] The weld that attaches the --

6 MS. D'ADDIECO: Yes. A fillet weld that
7 attaches the frame to the tank top. And those were
8 both fractured on the aft side as well as the forward
9 side.

10 [REDACTED] That's the ** (3:58:16) had no
11 cracks in it.

12 MS. D'ADDIECO: No, just the fillet weld.

13 [REDACTED] Thank you very much.

14 MS. D'ADDIECO: No problem.

15 UNIDENTIFIED PERSON: No questions.

16 MR. KUCHARSKI: Mike Kucharski.

17 Was this tank part of the 20 percent
18 continuous survey type thing or how does that work?

19 MS. D'ADDIECO: No. No matter the continuous
20 salt survey if the coating condition -- the coating
21 condition determines whether we look at that tank every
22 annual.

23 Now, continuous hull is completely separate.
24 If it was at the same time that they were required to
25 do a continuous hull would not credit that tank

1 regardless because they got to do a repair on that.
2 But coating conditions determine whether we look at the
3 tank every year at the annual hull survey.

4 MR. KUCHARSKI: And what is that tank? Do
5 you walk all the tanks -- all the ballast tanks?

6 MS. D'ADDIECO: The ones that are indicated
7 as poor or fair depending on the age of the vessel.

8 MR. KUCHARSKI: Thank you.

9 MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB.

10 Do you know how many of these ship ballast
11 tanks were repaired or classified as either poor or
12 fair?

13 MS. D'ADDIECO: I'd have to look at the
14 status -- the survey status to determine that. But
15 they are listed in the survey status for the condition
16 of the ballast tank.

17 MR. ROTH-ROFFY: Regarding the steel
18 condition you said there is criteria for rating that
19 condition. Can you describe in more detail what the
20 ABS criteria is for rating of --

21 MS. D'ADDIECO: We wouldn't rate the steel.
22 When we're doing our visual examination of the
23 structure if anything to us seems suspect then we can
24 ask it to be gaged but going through the south tank I
25 didn't see anything that needed gaged at the time.

1 MR. ROTH-ROFFY: What is your criteria for
2 making that determination?

3 MS. D'ADDIECO: Visual examination.

4 MR. ROTH-ROFFY: Fifty percent deterioration?

5 MS. D'ADDIECO: If I notice any signs of
6 pitting, corrosion, accelerated corrosion, depending on
7 boundaries as well, if they're Tiheated (phonetic)
8 boundaries obviously you're going to have more
9 corrosion in the ballast tank but going through these
10 spaces you're looking at any breakdown in coating
11 you're going to look for --

12 MR. ROTH-ROFFY: Take your time.

13 MS. D'ADDIECO: I didn't see any pitting. I
14 didn't see any corrosion. I didn't see my grooving at
15 the time. If I see stuff like that then I'll go
16 forward.

17 MR. ROTH-ROFFY: Zero percent corrosion?

18 MS. D'ADDIECO: I wouldn't say zero percent
19 corrosion.

20 MR. ROTH-ROFFY: I'm just trying to see what
21 is the criteria for, you know, depth of pits, extent of
22 corrosion or, I mean, you just looked at it and it's
23 your own personal subjective opinion of a condition of
24 a structure?

25 MS. D'ADDIECO: I'd have to say yes. I mean,

1 I'm the one that is visually examining ballast tank.
2 In my opinion going through the ballast tanks I didn't
3 see a need to -- I didn't see a need to gage them. I
4 didn't see --

5 MR. ROTH-ROFFY: So, another ABS surveyor
6 would come behind you, would he have a different
7 opinion of the condition of the steel?

8 MS. D'ADDIECO: Every surveyor will have a
9 different opinion of the steel.

10 MR. ROTH-ROFFY: Perhaps ask for
11 clarification from one of the managers there.

12 MR. O'DONNELL: Louis O'Donnell, ABS.
13 Tom, to answer your question are you
14 specifically requesting like what wastage allowances we
15 have?

16 MR. ROTH-ROFFY: Whatever are the subjective
17 criteria. I'm sorry to interrupt you, go ahead.

18 MR. O'DONNELL: Like wastage allowances we'd
19 be looking for or criteria to engage the surveyor to
20 request gagings or thickness measurements?

21 MR. ROTH-ROFFY: Exactly.

22 MR. O'DONNELL: Okay. Jamie did hit on a lot
23 of the criteria. If we saw things like grooving at
24 weld connections between let's say the toe of the weld
25 and the end of the piece of plate, heavy accelerated

1 corrosion. Corrosion maybe, you know, big chunks of
2 scale falling off, things like that. A deep pitting,
3 then that wouldbe -- that would trigger, you know, --
4 would trigger the process to requesting thickness
5 measurements, possible gaging pits, you know. Is it
6 localized? Is it all over the tank? It is it one
7 small area, the size of the pits? It's very -- it's a
8 very loaded question to answer depending on seeing the
9 actual visual condition of the piece of structure in
10 front of you. And, you know, if you have it in a very
11 small area or whether it's spread out over the
12 titania, almost going back like looking at coatings.

13 So, for example, take the wallpaper on this
14 wall. If we had one little spot the size of a dime
15 where the wallpaper was off or like this peel over
16 here, I'd look at this tank and say, this coating is
17 still in good condition. However, if it was coming off
18 in big sheets and there was a lot of bleeding and
19 rusting we could go from good, to fair to poor very
20 quickly. And we do have criteria which we could spend
21 hours discussing here and the surveyors are trained for
22 visual indicators and they have this reference material
23 available to them to make those gradings of steel
24 condition, coating condition and that's part of their
25 required training they go through before they get

1 certified for those survey hypothesis.

2 MR. ROTH-ROFFY: Okay. I'm going to accept
3 that answer. Thank you.

4 MR. MILLAR: Mike Millar, ABS.

5 Maybe a point of clarification. We don't
6 actually have a grading system for the steel. We do
7 not. There is no grading system for the steel, only
8 for coating. We have limits on what we are permitted
9 to accept that's either it's wasted or it's substantial
10 corrosion or it's -- there's material above those
11 minimums.

12 Brian, it's your show.

13 MR. ROTH-ROFFY: I appreciate the
14 clarification. Thank you.

15 UNIDENTIFIED PERSON: Follow up question to
16 ** (4:04:38).

17 When would gaging be required in these
18 ballast tanks, if ever?

19 MS. D'ADDIECO: Special survey.

20 UNIDENTIFIED PERSON: Okay. So, it's a
21 special survey you gage the tank and engage the vessel?
22 And you would have had that report available to you to
23 know if there were any areas of concern or that would
24 have been addressed in a special survey?

25 MS. D'ADDIECO: Yes.

1 UNIDENTIFIED PERSON: Of the thickness of the
2 steel that's already been predeterined. Thank you.

3 MR. FISKER-ANDERSEN: Jim Fisker-Andersen
4 from TOTE. Just a technical point to add the proper
5 fresh water that was in that tank is that your
6 understanding ** (4:05:21)?

7 MS. D'ADDIECO: ** (4:05:23).

8 MR. FISKER-ANDERSEN: Yes, I believe that's
9 the case.

10 UNIDENTIFIED PERSON: Buffered fresh water?

11 MR. FISKER-ANDERSEN: Silt. Stop corrosion.

12 MR. O'DONNELL: Louis O'Donnell from ABS.
13 Just for clarification, Jim, buffered or
14 treated fresh water?

15 MR. FISKER-ANDERSEN: Treated fresh water.

16 MR. O'DONNELL: Thank you.

17 MR. YOUNG: Okay. Anyone else with questions
18 on that survey of the tank?

19 [REDACTED] [REDACTED] with the Coast
20 Guard. Just a quick one.

21 You mentioned two frames detached. Can you
22 maybe describe what's normal on the vessel, what's
23 acceptable as far as -- is that a common thing that you
24 see on vessels? And when would it lead you to be
25 concerned?

1 MS. D'ADDIECO: If the fracture was in the
2 frame and it didn't -- if the fracture was in the
3 frame, if it was any water tight, water type boundaries
4 I would be concerned. They would have done temporary
5 if it was in the frame, if it had the risk of
6 propagating. Anything like that we would made
7 temporary repairs at the time.

8 Repeat the question one more time.

9 [REDACTED] I don't remember.

10 MS. D'ADDIECO: I'm sorry.

11 [REDACTED] Is it common to see or what
12 would cause you concern?

13 MS. D'ADDIECO: We can see the detached
14 frames. We can see fractures in frames. We've seen
15 fractures in bulkheads due to misalignment. With the
16 age of the vessel, I didn't think it was misalignment.
17 It was just the frame connection to the tank top.
18 There's nothing that went into the tank top that would
19 lead me to believe that there was another issue with
20 it.

21 [REDACTED] It didn't cause you concern to
22 see where --

23 MS. D'ADDIECO: No, no.

24 [REDACTED] Okay.

25 MS. D'ADDIECO: If it did I probably would

1 have made repairs at the time.

2 MR. O'DONNELL: Excuse me, Louis O'Donnell,
3 ABS.

4 Just to correct the record. Sea worthiness
5 is not a terminology that surveyors are allowed to use.
6 We don't use that word.

7 [REDACTED] Okay.

8 MR. O'DONNELL: It either meets in the
9 intended class or it does not. That's one of the
10 things they're taught from day one that that's not a
11 word we use.

12 MR. O'DONNELL: Okay.

13 MR. YOUNG: Brian Young with the NTSB.

14 Do you know what's above this tank which --
15 was there another tank above it or a cargo deck or --

16 MS. D'ADDIECO: There's a cargo area above
17 it. There might be a wing tank. I can't remember.

18 MR. YOUNG: Okay. Any other questions on
19 this survey? I think we can move along to the next one
20 unless you have anything else to add.

21 MS. D'ADDIECO: No. All right.

22 The next one was an attendance on March
23 10th, 2015.

24 MR. YOUNG: And what was the purpose of this
25 survey?

1 MS. D'ADDIECO: The vessel's chief engineer
2 reported that they had overshooting of the rudder by
3 three to four degrees in both directions. This was the
4 starboard steering gear pump. While in follow up mode
5 the rudder was overshooting its target by three to four
6 degrees in both directions.

7 They had made repairs. The feedback unit
8 was serviced at the time and found with a faulty
9 potentiometer. The potentiometer was replaced to it's
10 original steering and was calibrated by a service
11 technician. It was operationally tested and considered
12 satisfactory at this time.

13 MR. YOUNG: All right. And you witnessed the
14 operation?

15 MS. D'ADDIECO: Witnessed the operation of
16 the steering, both pumps, as well as at each location
17 so we did the emergency steering. We get up on the
18 bridge. Any location that they're able to have
19 steering from they were tested.

20 MR. YOUNG: And if you can recall did you see
21 any problems with the system whatsoever or did it seem
22 to be operating normally?

23 MS. D'ADDIECO: At the time of the survey the
24 system was satisfactory.

25 MR. YOUNG: Thank you.

1 UNIDENTIFIED PERSON: No further questions.

2 UNIDENTIFIED PERSON: No questions.

3 MR. YOUNG: Okay.

4 MS. D'ADDIECO: The next one was 14th of
5 April 2015. And this was the overhead in the **
6 (4:10:04) space was found with holes and wastage on the
7 forward side of the stairs. They did a deck insert
8 near the boatman's door's hatch, utilizing an insert of
9 30 inches by 15 inches by 5/16 inch thick plate. The
10 repair was examined and considered satisfactory. The
11 repair was carried out in accordance with approved
12 welding ** (4:10:26) welders and approved consumer
13 rules.

14 MR. YOUNG: This is Brian Young with the
15 NTSB.

16 How would this issue have been brought to
17 your attention?

18 MS. D'ADDIECO: The vessel's post engineer
19 had contacted indicating that they had holes and
20 wastage in this area and that they were going to make
21 repairs. We intended to lay out the -- agree on the
22 dimensions of the insert and then they had hired one of
23 the local companies to do the repairs. And that was 30
24 by 17 by 5/16.

25 MR. YOUNG: And that was the overhead of the

1 forth peak tank --

2 MS. D'ADDIECO: No, the four peak base in way
3 of the boatman's door patch.

4 MR. YOUNG: And do you recall what deck that
5 was on?

6 MS. D'ADDIECO: No, but if you have a drawing
7 I can probably point it out.

8 MR. YOUNG: Okay. Thank you. That's all I
9 got.

10 UNIDENTIFIED PERSON: No further questions.

11 [REDACTED] [REDACTED] with the Coast
12 Guard with a very minor one. When you would have met
13 to agree on the size of the repair that was at a prior
14 time, not this inspection or was it all done --

15 MS. D'ADDIECO: It was at this inspection.

16 [REDACTED] So, you agree on it, they
17 repair it and then the inspector returns. All that
18 happened.

19 MS. D'ADDIECO: Inspected the set up and then
20 they go back and they look at the permanent repairs,
21 the final -- take a visual examination of the logs that
22 they're done and make I'm satisfied with the way they
23 look.

24 [REDACTED] Thank you.

25 UNIDENTIFIED PERSON: No questions.

1 UNIDENTIFIED PERSON: No questions.

2 UNIDENTIFIED PERSON: No questions.

3 MR. YOUNG: One last question. Brian Young.

4 Were there any tests done on this for --

5 MS. D'ADDIECO: No, and this is a
6 conversation that I had with the port engineer at the
7 same time because we were trying to determine if we
8 were going to do testing on it and it was not the tight
9 deck. So, it was not -- we didn't do any touching on
10 it because it was not tight.

11 MR. YOUNG: Any other questions about that
12 repair? Thank you.

13 MS. D'ADDIECO: The next one was 8 September
14 2015. And this was a repair on the boiler.

15 I am missing something.

16 There was a port boiler, the economizer had
17 leaking tubes. We were contacted about the repair to
18 go out and witness the repair and test it. So, as
19 reported by the port engineer seen economized tubes in
20 the port boiler were leaking. The seven tubes were
21 refit to remove a complete path of the leaking tubes so
22 we took out one path of the economizer and connected it
23 over. And it was examined and tested and considered
24 satisfactory. The repairs were carried out in
25 accordance with approved welding procedures and

1 approved consumables.

2 MR. YOUNG: Do you know who actually did the
3 repairs?

4 MS. D'ADDIECO: It was reported to be Tax
5 Machine Repair. Jacksonville Machine Repair.

6 MR. YOUNG: And would it be J-A-C-K'-S or --

7 MS. D'ADDIECO: Jacksonville.

8 MR. FISHER-ANDERSEN: Jacksonville Machine
9 Repair, I apologize. Jim Fisher-Andersen.

10 MR. YOUNG: And the welders that performed it
11 they obviously are ABS certified. Are there any
12 special certifications to work on the boiler? Any
13 certain welding procedures required?

14 MS. D'ADDIECO: Not that I know of.

15 MR. YOUNG: How was the -- how were these
16 repairs tested?

17 MS. D'ADDIECO: They were tested under steam.
18 They were tested at 800 psi steam.

19 MR. YOUNG: And you witnessed these tests?

20 MS. D'ADDIECO: Yes.

21 MR. YOUNG: Okay. Go around the room?

22 UNIDENTIFIED PERSON: No further questions.

23 UNIDENTIFIED PERSON: No questions.

24 UNIDENTIFIED PERSON: No questions.

25 UNIDENTIFIED PERSON: No questions.

1 UNIDENTIFIED PERSON: No questions.

2 MR. ROTH-ROFFY: Tom Roth-Roffy of the NTSB.
3 You said they were tested under steam.

4 MS. D'ADDIECO: Yes. The repairs were done
5 prior to our attendance. The repairs were done two
6 weeks before our attendance. The vessel had transited
7 with the repair to Puerto Rico and back. When they got
8 back they contacted us to examine the repairs that were
9 done and tested. Since the vessel was under steam at
10 the time we tested it to 800 psi.

11 MR. ROTH-ROFFY: So, did you back flow steam
12 through the economizer to do that? How did you -- I'm
13 not understanding how you test that under steam. Are
14 you saying under steaming, operational test?

15 MR. ROTH-ROFFY:

16 MS. D'ADDIECO: It was an operational test.

17 MR. ROTH-ROFFY: Okay. So, it's water in the
18 tubes, is that correct? Economizer?

19 MS. D'ADDIECO: Should be, right?

20 UNIDENTIFIED PERSON: It's supposed to be
21 water.

22 MS. D'ADDIECO: Water.

23 MR. ROTH-ROFFY: And what's the acceptance
24 criteria for the number of passes that can be **
25 (4:16:19) in a steam boiler ** (4:16:21)?

1 MS. D'ADDIECO: I do not know that right now.

2 MR. ROTH-ROFFY: At the time when you
3 approved the repair did you know that?

4 MS. D'ADDIECO: No.

5 MR. ROTH-ROFFY: And was it unusual for them
6 to make several trips with an unapproved repair?

7 MS. D'ADDIECO: No.

8 MR. ROTH-ROFFY: Typical?

9 MS. D'ADDIECO: Well, no, not typical. I
10 mean, we get called out when they're doing the repair.
11 I don't know it wasn't -- we weren't contacted before.
12 And I wouldn't -- the job was assigned to me by the
13 surveyor in charge and when he contacted me the repairs
14 were already done.

15 When I've been requested to attend a vessel
16 we would agree on the repairs prior to them conducting
17 them which in the deck insert they did that.

18 MR. ROTH-ROFFY: Okay. So, they had already
19 identified a failure and gotten approval for the repair
20 a certain way and you were just coming back to --

21 MS. D'ADDIECO: I would not know if they had
22 gotten approval.

23 MR. ROTH-ROFFY: Do you know that was the
24 case?

25 MS. D'ADDIECO: I was only told to attend and

1 witness the repair.

2 MR. ROTH-ROFFY: Okay. Thank you. That's
3 all I have.

4 MR. YOUNG: This is Brian Young with the
5 NTSB. Do you know where the repairs were carried out,
6 whether it was Puerto Rico, Jacksonville or at sea?

7 MS. D'ADDIECO: I do not where the repairs
8 were carried out.

9 MR. YOUNG: And I have never tested a boiler
10 for economizer tubes after repairs. But what are some
11 of the things you would look for to tell if these
12 repairs are properly executed or have failed? How
13 would you know that these repairs were effective?

14 MS. D'ADDIECO: Looking at the visual
15 examination of the welds for any discontinuity in the
16 welds. In addition for the testing that we did there
17 was no leaking coming from the welds.

18 MR. YOUNG: Where were you able to see the
19 welds?

20 MS. D'ADDIECO: So, I got on board and I met
21 the chief engineer at the gangway. We went down
22 through the house, one level and went up through the
23 top part of the engine room between the boiler. They
24 had removed the panel on the boiler right where these
25 repairs were done. They were able to take the panels

1 off. And then they all had a pressure gage right
2 there at the same place and we looked at multiple
3 pressure gages. They didn't have a calibration on this
4 one. They told me that it had just come out of the
5 box. So, I decided to take a look at other pressure
6 gages to verify the pressure. The other pressure we
7 went down towards the control board and witnessed them
8 there and then we went back up the same way and left
9 the ship the same way.

10 MR. YOUNG: Any other questions on this
11 boiler economizer tube repair test?

12 Was that the last time you were on the ship
13 or went further?

14 MS. D'ADDIECO: That was the last time I was
15 on board.

16 MR. YOUNG: While you were aboard the ship
17 you obviously interacted with the chief engineer. Did
18 you sense any concern or any problems or were there any
19 discussions of any other issues about the power plant
20 or any concern the chief had about the status of the
21 engine?

22 MS. D'ADDIECO: No.

23 MR. YOUNG: While you were aboard the ship
24 did you notice anything out of the ordinary if anything
25 was not operating properly or any machinery that wasn't

1 up to par?

2 MS. D'ADDIECO: The time in the engine room
3 was just from the hatch by the -- on top of the boiler
4 to the control board in the back the same way.

5 MR. YOUNG: Okay.

6 MS. D'ADDIECO: I wasn't able to take a look
7 around the engine room thorough. That wasn't part of
8 our survey at the time. We were only approached to
9 look at the repairs. They did not indicate any issues
10 with machinery at the time.

11 MR. YOUNG: Okay. Anybody else?

12 UNIDENTIFIED PERSON: Just general questions
13 or--

14 MR. YOUNG: yes, just on any last impressions
15 of the ship on the 8th of September and then we'll open
16 it up for the last round.

17 Okay. And then just for a follow up on --
18 were there any further surveys or visits to the ship
19 that we haven't discussed?

20 MS. D'ADDIECO: There were not any others.
21 There were further surveys or that we did not discuss.
22 I did not bring up those that I had reissued certain
23 certificates.

24 MR. YOUNG: Okay.

25 MS. D'ADDIECO: Just for normal housekeeping.

1 For ABS we go on board and we look at the (4:21:27)
2 but the certificates all were there. If we're up on
3 the bridge and I believe it was during the steering
4 certificates that needed to be corrected.

5 MR. YOUNG: Okay.

6 MS. D'ADDIECO: And there was one other
7 comment that i closed out which was for the access.
8 They had two of them listed. For the vessel to go with
9 an access based on the new IMO regulations that were
10 coming into effect. And I closed one of those out
11 because it wasn't applicable successful based on the
12 gross tonnage.

13 MR. YOUNG: And we'll start with just general
14 questions. In your dealing with the crew and the
15 engine department on this ship did you feel that the
16 crew was competent and well trained and able to handle
17 the machinery properly? Did you have any issues with
18 any of the engineers that you dealt with?

19 MS. D'ADDIECO: I only dealt with the chief
20 engineer.

21 MR. YOUNG: Okay.

22 MS. D'ADDIECO: He didn't indicate any -- he
23 didn't indicate any issues and I didn't -- he seemed
24 confident in the system.

25 MR. YOUNG: Okay. And were there ever any

1 complaints about the status of his ship or what he
2 thought his --

3 MS. D'ADDIECO: No complaints brought to my
4 attention while I was on board on any attendance.

5 MR. YOUNG: All right. Thank you.

6 MR. YOUNG: Lou?

7 MR. O'DONNELL: No further questions?

8 MR. MILLAR: Mike Millar. Just a general
9 observation of the crew on the ship and the **
10 (4:22:46). In all your visits and you spent a lot of
11 time on the ship interacting with the crew **
12 (4:22:57) the safety culture of the ship and the crew
13 were specific?

14 MS. D'ADDIECO: While on board the crew
15 didn't indicate anything to be concerned about. They
16 didn't bring up any sort of issues that they had. And
17 while I was on board I mean I can only really comment
18 on the survey at the time what I looked at. I didn't
19 see -- obviously, they showed me the reports. I didn't
20 see anything that needed to dealt with that I would
21 class or statutory requirement.

22 MR. MILLAR: Thank you.

23 UNIDENTIFIED PERSON: No questions.

24 MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB. I'd
25 like to go back to that other survey item that you

1 discussed, in particular, the exits.

2 MS. D'ADDIECO: Yes.

3 MR. ROTH-ROFFY: Could you give me more
4 detail about what that was and how you closed it out?

5 MS. D'ADDIECO: So, the survey status for the
6 vessel indicated two additional requirements for
7 statutory for exits. They were identical. The only
8 thing that was different between the two comments was
9 the gross tonnage and implementation date to have an
10 access on board. So, while closing this out it was not
11 up on the bridge. But because they had duplicate
12 comments I closed the one that was not applicable based
13 on the gross tonnage.

14 MR. ROTH-ROFFY: It had an incorrect
15 prototype?

16 MS. D'ADDIECO: Our system indicated both.
17 So, if you look at the status there is still an active
18 comment on there which makes reference to the correct
19 gross tonnage. Does that make sense?

20 MR. ROTH-ROFFY: Yes. So, there's a current
21 requirement --

22 MS. D'ADDIECO: There's a current additional
23 requirement still tied to the vessel for installation
24 of an active or gross tonnage. I believe it's between
25 20,000 gross tons and 50,000 gross tons.

1 MR. ROTH-ROFFY: And do you have a date on
2 that?

3 MS. D'ADDIECO: I'd have to look at the
4 status to give you the date. It's an IMO requirement
5 too. It's not a date that we can just make up. It's -
6 -

7 MR. ROTH-ROFFY: I understand. Okay. Thank
8 you. Nothing further.

9 MR. YOUNG: Anything, [REDACTED]

10 MR. MILLAR: No, sir.

11 MR. YOUNG: Jim?

12 MR. FISHER-ANDERSEN: No.

13 MR. YOUNG: Brian Young with the NTSB. One
14 last question on my part.

15 Have you ever sailed or worked on a steam
16 ship in your cadet or officer career?

17 MS. D'ADDIECO: Yes. The training ship at
18 Massachusetts Maritime Academy used to be known as the
19 TS Enterprises, now the Kennedy. I had to do three sea
20 terms on that.

21 MR. YOUNG: All steam?

22 MS. D'ADDIECO: All steam. And one sea term
23 I did with Calmaritime (phonetic) on the Golden Bear
24 which was diesel.

25 MR. YOUNG: Thank you. Anybody else?

1 MS. D'ADDIECO: I should add that I also had
2 training for commercial boilers for the Facilities
3 Environmental Engineering Degree.

4 MR. YOUNG: And who was that through?

5 MS. D'ADDIECO: Mass Maritime.

6 MR. YOUNG: Mass Maritime. Okay.

7 Anybody else? Okay.

8 And we always close out our interviews with
9 is there any additional information you have for us,
10 especially with this incident that we're investigating,
11 if you had anything to add or if you had any questions
12 for us?

13 MS. D'ADDIECO: I have nothing to add and no
14 questions.

15 MR. YOUNG: Okay.

16 MS. D'ADDIECO: No questions for you.

17 MR. YOUNG: Okay. You have our card and
18 please if you can, if you hear anything just let us
19 know because we're very interested to get to the bottom
20 of this.

21 So, the time is now 1510 and that will
22 conclude the interview and stop the recording.

23 Thank you again for your time.

24 (Whereupon, the above-entitled matter went
25 off the record at 3:10 p.m.)

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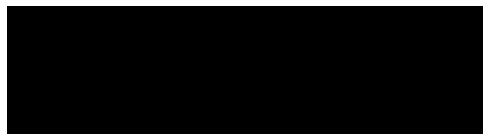
8 24:13
800 25:18 26:10
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C E R T I F I C A T E

MATTER: El Faro Incident
Accident No. DCA16MM001
Interview of Jaime D'Addieco
Jacksonville, FL

DATE: 10-10-15

I hereby certify that the attached transcription of page 1 to 42 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
33	1	exits	ECDIS
33	7	exits	ECDIS
33	10	access	ECDIS
33	24	active or	ECDIS for
8	8	* *	top
8	9	* *	welds
4	5	_____	_____
22	5	* *	forepeak
22	12	* *	procedures, certified welders, and approved consumables

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

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Date

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
7	16	valve	ballast
7	17	change	tank
8	16	of	and
9	6	valve	ballast BALLAST
11	16	gaging	gauging
11	19	gaging gaged	gauged
11	21	gaged	gauged
11	23	gaging	gauging
11	17	shelf rating	side shell
12	20	Salt	hull

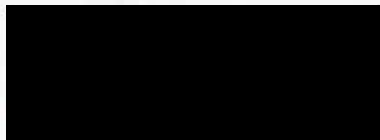
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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
13	24	gaged	gauged
13	24	South	ballast
13	25	gaged	gauged
14	7	+threated	heated
14	14	my	any
15	3	gaged	gauged
15	20	gagings	gaugings
16	5	gaging	gauging
17	17	gaging	gauging
17	21	gage	gauge

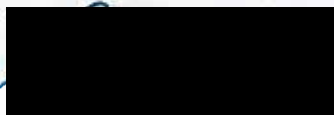
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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
22	8	boatman's door's	bosun's deck
23	2	four peak base	forpeak space
23	3	boatman's door patch	bosun's deck hatch
23	21	logs	welds
24	9	touching	testing
24	21	path	pass
24	22	path	pass
30	4	in	and
31	7	access	ECDIS
31	9	access	ECDIS

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and Initial in the space provided.

NO CORRECTIONS NEEDED.

Initials

JAMIE D'ADDIELO

Printed Name of Person providing the above information

ng the above information

9-Nov-2015

Date

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

JAMIE D'ADDIECO

TAKEN ON

10-OCT-2015

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
22	18	post	part
24 24	19	economized	economizer
25	4	Tax	Tax

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED.

Initials

JAMIE D'ADDIECO

Printed Name of Person providing the above information

Initials of Person providing the above information

9-NOV-2015

Date